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Manufacturing Industries

NEW BOOKS

COPELAND, M. T. *The cotton manufacturing industry of the United States*. Harvard economic studies. (Cambridge: Harvard University Press. 1912. \$2.)

CRITCHELL, J. T. and RAYMOND, J. *History of the frozen meat trade*. (London: 1912. Pp. xviii, 442. 10s. 6d.)

DEHIO, K. *Die Bischweiler Tuchindustrie*. (Strassburg: K. J. Trübner. 1912. 2.50 m.)

GELLERT. *Eisen und Alteisen in ihren technischen und wirtschaftlichen Beziehungen*. (Munich: Duncker & Humblot. 1912. Pp. vi, 78. 2.50 m.)

GROSSMANN, H. *Die chemische Industrie in den Vereinigten Staaten und die deutschen Handelsbeziehungen*. (Leipzig: Veit & Co. 1912. Pp. v, 85. 3.50 m.)

MATSCHOSS, C. *Die Maschinenfabrik R. Wolf, Magdeburg-Buckau, 1862-1912*. (Berlin: Springer. 1912. Pp. 162, illus. 8 m.)

SNELLMANN, G. R. *Recherches sur l'industrie du papier en Finlande*. (Helsingfors: Imprimerie du Sénat Impérial de Finlande. 1912.)

WINDORF, H. *Die thüringische Porzellanindustrie in Vergangenheit und Gegenwart*. (Leipzig: W. Schunke. 3 m.)

ZIEGLER. *Die Zuckerproduktion der Welt und ihre Statistik*. (Magdeburg: A. Rathke. 1912. Pp. viii, 90. 2.50 m.)

Statistics of the American and foreign iron trades. Part I of the annual statistical report for 1911. (Philadelphia: Am. Iron and Steel Assoc. 1912. Pp. 104.)

Centenary lectures. Delivered at the celebration of the first commercial gas company to sell gas as an illuminant, held at the Franklin Institute, Philadelphia, Apr. 18-19, 1912. (New York: Am. Gas Institute. 1912. Pp. 174, illus.)

Transportation and Communication

The Lakes-to-the-Gulf Deep Waterway. A Study of the Proposed Channel, Terminals, Water Craft, Freight Movement, and Rail and Boat Rates. By WILLIAM ARTHUR SHELTON. (Chicago: A. C. McClurg. 1912. Pp. x, 133. \$1.00.)

In this reprint of articles which have appeared recently in the "Journal of Political Economy," Mr. Shelton confines his investigations to the field indicated by the subtitle of the monograph, purposely ignoring the kindred subjects of land reclamation, flood control, and water-power development. The study is based upon current governmental reports, supplemented by in-

formation obtained from river and railroad tariffs and from interviews and correspondence with interested industrial officials. The writer makes no attempt at a comparative historical survey of water and rail rates, although he could have strengthened his arguments by this method. The general tone of the monograph is highly unfavorable to governmental expenditure in deepening the Lakes-to-the-Gulf waterway as a means of reducing freight rates. In the chapter on the Interchangeability of River, Lake, and Ocean Vessels, the impracticability of such a scheme is made clear. "The river freight in the main is that which originates in, or is destined to, points within the levee or other non-rail points." The already navigable stretches of the lower Mississippi are "of doubtful economic value."

While Mr. Shelton has done little more than restate the conclusions of other opponents of the proposed deep waterway, his monograph is an addition to the literature on the subject because it deals only with specific traffic difficulties and with these in a concise, concrete manner.

H. E. HOAGLAND.

New York Department of Labor.

The History of the British Post Office. By J. C. HEMMEON.
(Cambridge: Harvard University. 1912. Pp. xi, 261.
\$2.00.)

This volume, the seventh in the series of *Harvard Economic Studies*, will not be accounted more entertaining than earlier books on the same subject, but it certainly excels them otherwise. Former writers on the British post office generally made abundant use of their opportunity to dwell upon the picturesque aspects of the subject. The present book does not err in this direction. The tendencies which I venture to criticise are all of the opposite sort. Opportunities for vivid description are neglected; letters, petitions, reports, and other documents are cited, but rarely and only briefly quoted; the published reminiscences of postal officials are avoided; affairs which appeal most to popular imagination, such as the efforts of Rowland Hill, do not receive as much attention as their importance warrants. Will not every reader be disappointed when he is informed that "the history of the adoption of penny postage has been so well told by Hill himself that only a bare story of its acceptance by Parliament is necessary here" (p. 59)? The significance of the post office in the broader prob-